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### DO YOU KNOW---

That two or three pairs of pliers instead of one should be carried?

That you must know the load per tire in order to inflate properly?

That two horns should be installed when a long tour is to be made?

That one should never forget spare tire valves and a hand tire pump for emergency.

That in lapping the piston it should be given both a reciprocating and an oscillating motion?

That if the silent chain is exposed when in operation it should be oiled as frequently as possible?

That maximum tire mileage will be obtained if the casings always are properly inflated and kept free from cuts?

That if your car always is loaded to capacity the tire should be inflated to the maximum called for by the size, but if the load carried is less than normal the tire pressure can be reduced and easier riding obtained?

That when a stud has become "frozen" in place you can remove it by screwing on two nuts and turning the lower nut with a wrench? The upper one acts as a lock and allows the lower one to pull the stud around.

### CHRISTIE SUES CLUB.

Dayton, Ohio, April 6.—Gus Christie, well-known boxer, has brought suit against the Dayton Gymnastic club for \$243.58. He charges breach of a boxing contract.

Christie, in his suit, claims that he entered into contract with the club on February 28, 1918, to box John Celmar, and that he was going to get 20 per cent of the gross receipts, plus his railroad fare. Christie says his amount of the receipts was \$231.70 and his railroad expenses amounted to \$11.88, which the club refuses to pay.

The bout was declared "no contest" by the referee, on account of the alleged stalling tactics of the two boxers.

GREAT LAKES, Ill., April 6.—The Great Lakes Naval Training Station school is certain of high class opposition for its football team next season. Here's the schedule:

September 26, Iowa at Iowa City; October 12, Illinois at Champaign; October 26, Western State Normal at Kalamazoo; November 2, St. Louis University at St. Louis; November 9, Notre Dame at Notre Dame; November 16, Camp Dodge at Camp Dodge; November 28, Camp Grant at Chicago.

The Anaconda Copper Mining company has created a labor department, where employees can go to secure the adjustment of minor disputes.

### TRACTOR PLOW IN BRITISH ISLES

A comprehensive schedule of tractor plowing competitions which are largely sporting competitive affairs has been started in England. This is the result of an experiment tried in several districts by the food production department to increase the acreage plowed by tractors to the maximum.

The scheme as now outlined for the entire country consists of a series of sectional and national competitions as follows: First for units; second for counties, third for the whole of England and Wales.

Each competition continues for one month. The first competition began February 9, the second on March 9, and the third will start April 6. The details of this three-fold competition are:

1. For each unit—A distinctive flag to be carried on the tractor will be awarded to the tractor team in each unit which plows the greatest number of acres during each period of four weeks. This flag will be presented each month by the tractor representative of the county.

2. For each county—A championship flag will be awarded to the tractor team in each county which plows the greatest number of acres during each period of four weeks. A distinctive badge will also be worn by each member of the winning team. The flag and badges will be presented each month by the chairman of the county executive committee.

3. For England and Wales—A championship shield to be carried on the tractor will be awarded to the tractor team which plows the greatest number of acres in England and Wales during each period of four weeks. A small silver replica of this shield will also be given to each member of the winning team. The shield and replica will be presented personally by the director general to the winning team, which will be invited to London for the purposes of the presentation.

Each trophy will be held for four weeks only, unless it is won again by the same team.

The complete scheme of competition not only awards those doing the most plowing but gives a national significance to the movement which results in increased plowing at a time when a national stimulant is imperative.—Automobile Industries.

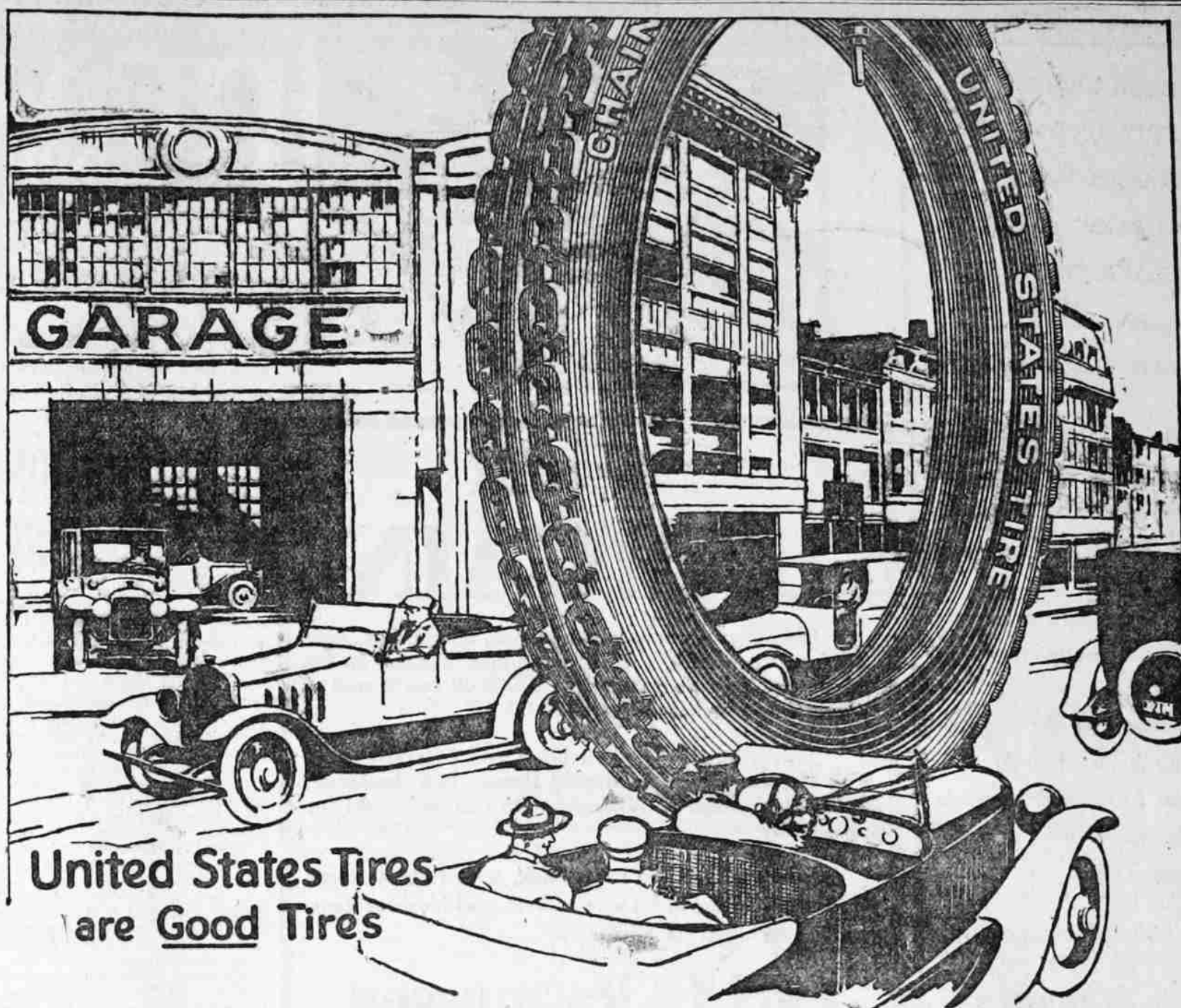
### U. S. AUTOS FOR BUSINESS PURPOSES

WASHINGTON.—The transformation of the automobile from a pleasure vehicle to a business vehicle is a very marked development of the war period.

An official of the department of commerce who is in close touch with the automobile situation said: "From my personal observation and talks I have had with automobile owners from all parts of the country and with other manufacturers, I believe I am perfectly justified in saying that 80 per cent of the automobiles in America are used strictly for business purposes three-fourths of the time."

"Mind that I say 'strictly business purposes' and that is exactly what I mean. Since our country has been drawn into the war hundreds of thousands of men in all walks of life have been called from their daily tasks to do their part in the great struggle. With the departure of these men business did not slow down; it simply could not. In fact, business is going ahead with greater strides than ever before. Everybody is busy and every man who wants to can enjoy real prosperity now."

"Professional men are called upon to do not simply what they have been doing for years, but more, too. Each salesman is now doing his work and the work of one who has stepped from the ranks of those who fight for business to those who fight for liberty. Contractors, architects, engineers and



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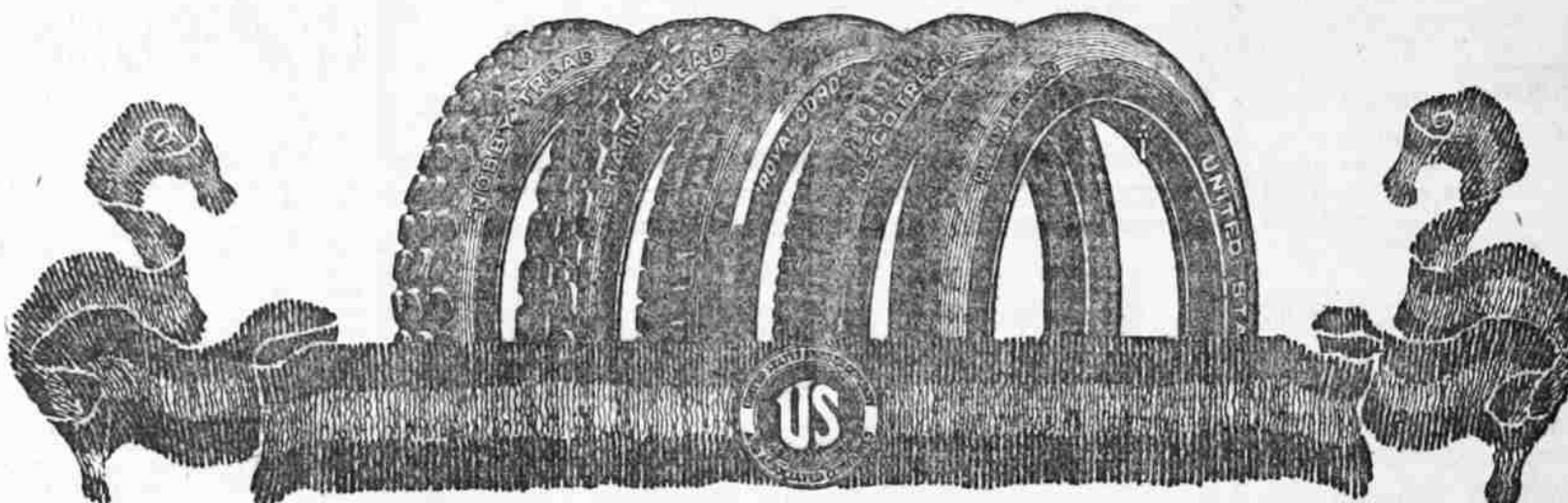
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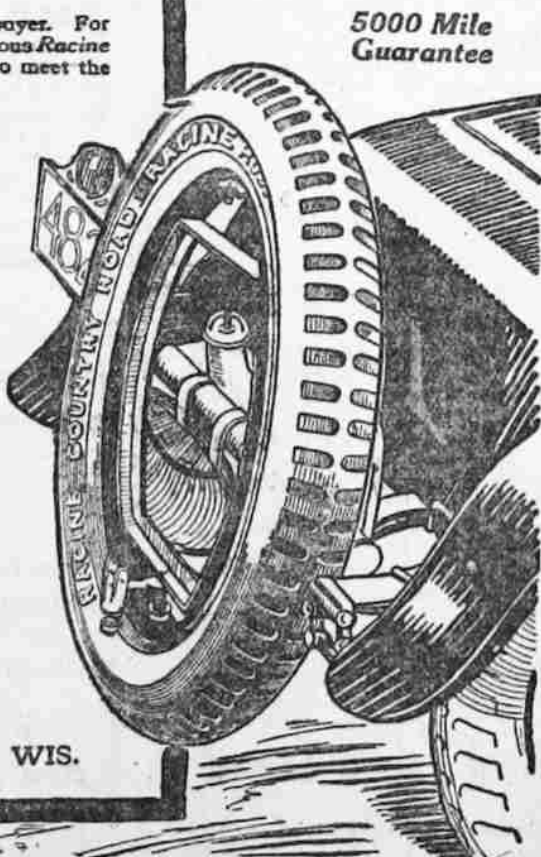
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men from every branch of industry are now called upon to do just a little bit more than they ever thought they were able to do. The American women have stepped forward with arms open, ready and willing to do their share. And as a great unit these people have all turned to the automobile as the means to take them where they want to go and back, when they wish, economically and comfortably.

"But, aside from these strictly business purposes, think of the importance of the automobile in what I might term 'semi-business' purposes. For instance, recall for a moment the business man or woman of ten, or yes, even five years ago. At the end of the week, tired, worn and weary from the press of business, he sought the great outdoors for recreation, the rejuvenation he needed. His brain cells had been torn down by the rigors of business. He was brain-fagged and tired. What did he do? Boarded a train and went away. He didn't get on that train just to have a ride. He simply wanted and needed a change of scene. And in his new surroundings he revitalized himself and returned to his work on Monday with new vigor, a keener and a more active business man."

The business men of 1918 will need even more of just that sort of thing than the men of 1912, because they are doing double work and are driving ahead with greater speed than ever before.

"The men of 1912 didn't jump on the train simply for the ride—for the pleasure of spinning along over steel rails—and the men of 1918 aren't using their automobiles for pleasure, either. While it is true that they might ride out into the open country frequently, still they are doing it, you will find, to give their minds and bodies the rest necessary to fit them for the work that must be done to win the war."

"That's what I mean by a 'semi-business' purpose. It might be called a pleasure, if you would call eating a pleasure, taking a tonic a pleasure or keeping one's self fit a pleasure. But the big thought back of it all is an earnest desire on the part of American business men and women to be in condition to shoulder any responsibility, any extra work, that might be necessary to win the war."

### WAR TRUCKS TO CARRY SUPPLIES

How many people realize that railway transportation and transportation by water is generally incomplete transportation? The railways and the waterways carry products only from terminal to terminal; the initial haulage and the final distribution must be carried out by highway vehicles of some sort.

This universal application of highway transport is pointed out in an extremely interesting article in the March issue of Motor, the national magazine of motoring, wherein Merrill C. Horine details the substance of an interview with Roy D. Chapin, president of the Hudson Motor Car company and chairman of the highways transport committee, which has been entrusted by the government with the task of co-ordinating and making 100 per cent efficient our highway transportation system, particularly as it relates to war traffic. This is the first time that Mr. Chapin has indicated the work of his committee and explained in detail what it intends to accomplish.

An arrangement between the highways transport committee and the quartermaster department of the army has been perfected by which all the 30,000 motor trucks that are to be sent abroad to our army in France this summer will travel to the point of embarkation under their own power and will carry capacity loads of munitions also on the way to France. Now only two trucks of this size can be loaded on a freight car, and this move therefore releases 15,000 freight cars that would otherwise have to carry the vehicles to the seaboard, representing 600,000 tons of freight carrying space. In addition the 30,000 trucks will carry 60,000 tons of munitions. Thus there will be released for other work 660,000 tons of freight carrying space, a contribution of great timeliness to the solving of our pressing transportation problem.

The work of the highways transport

committee will in part include the supervision of the routes that will be traversed by these great fleets of military trucks. The organization will see that the entire route is in such shape that the trucks will get through without trouble.

Another phase of the committee's work will be the co-ordinating of city traffic, so that more nearly maximum efficiency will be obtained and the congestion at terminals will be relieved. The principal problem of effective American participation in the war is one of transportation. One phase of this problem has been placed for solution in the hands of the highways transport committee, and this authoritative summary of how the committee purposes solving it makes extremely interesting reading.

### CLEVELAND FANS WILL SEE LAST INDOOR FIGHT

CLEVELAND, Ohio, April 6.—Cleveland boxing fans will have an opportunity to witness one more boxing show this season and the last game will then close her until next fall. The boxing commission has awarded a permit to the Moose club to stage a boxing exhibition the night of April 19, the day of the opening here of the baseball season, and specified that this would be the last indoor show of the

spring. Other clubs asking for permits during April were refused permission to stage bouts.

The card for the Moose show has not been made up, but in view of the fact that the commission granted the permit with the provision that none but a high-class show be billed, it is felt that the closing night for the fight fans will bring together several flashy fighters. The commission will go over the matches arranged ten days before the fight, and if there are any that do not suit them as real battles, they will have the privilege of cancelling them.

The ruling of the commission as to indoor shows being closed down until fall does not affect outdoor bouts and it is said the authorities are ready to assist in making a success of any bout arranged for outdoors for the benefit of any charity or army fund.

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